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AUGUST 1973

TOWARDS BETTER BOATING

It doesn't take much effort to spoil a boat ride; to cause a drowning. Just a bit of thoughtlessness, or a devil-may-care attitude.

Most boating tragedies result from boats capsizing in fast water, high waves, and stormy conditions. On Ontario's lakes, weather changes can occur with terrifying swiftness. A constant awareness of atmospheric conditions is necessary if you don't want to be caught in a sudden wind and rain squall. Small boats should be sailed reasonably close to shore so that they can make it to safety if a squall materializes.

No real skipper takes his craft out in bad weather. Only the foolhardy, often reinforced with the false bravery provided by alcohol, venture out into storms.

An overloaded boat is especially vulnerable to capsizing in choppy water. If a boat looks overloaded, chances are it is. The DOT capacity plate on an outboard motor boat gives the maximum load the boat can carry with safety. The specified weight includes the weight of the motor but many people overlook this fact. The load should be balanced properly, and the centre of gravity kept low. The overall safe load limit decreases in bad weather and rough water.

The horsepower of the motor must be in relation to the size of the boat. Overpowering is as bad as overloading. Underpowering is just as dangerous.

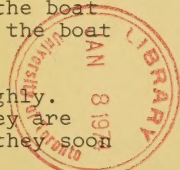
When using rowboats, here is a rough guide to follow:

Length of boat	Number of persons	Max. weight load
10'	2	410 lbs.
12'	3	575 lbs.
14'	4	740 lbs.
16'	5	975 lbs.

A lifejacket must be provided for each person in any boat, and children and non-swimmers should put theirs on before the boat leaves the shore. When the water is rough everyone in the boat ought to be wearing a lifejacket.

Lifejackets are not toys and should not be treated roughly. Deterioration lessens their effectiveness, and when they are used as cushions, or left soaking in oily bilge water they soon prove useless in an emergency.

Sudden movements of passengers will place a small boat off balance and overturn it. It is dangerous to let anyone change places when the boat is underway.



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BE PREPARED FOR EMERGENCIES

No sooner had the sun cleared the horizon than it burned the morning mist off the lake. It was going to be another 'scorchers.'

Fred and his dad had gotten out at first light that morning and already had taken a nice catch of fish.

The breeze died about 8.30 and Fred's dad had started complaining about the heat. The old man liked fishing even more than Fred did, so they stayed at it. Then he said he was dizzy.

Pretty soon he wasn't doing much talking and Fred finally took a good look at him. He was pale. Perspiration was no longer running down his face but his skin looked damp.

"You okay, Pop?" Fred asked
"I guess so," replied the old man.

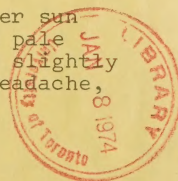
Finally, though, he felt too lousy to fish and that's when Fred knew something was wrong. He seemed better on the boat ride back to the landing but he collapsed as they were loading up the car and Fred took him to the clinic in town. There the doctor said he had a mild heat stroke and would have to be hospitalized.

For weeks after that Fred kicked himself all over the place for not recognizing the symptoms of heat exhaustion. But Fred was like most other fishermen in not knowing anything at all about first aid.

Quick action on Fred's part, if he had known what to do, would have prevented his father's condition from deteriorating into a heat stroke, and which might have proved fatal. He would have taken his father out of the sun at first sign of discomfort cooled him off as much as possible, kept him quiet, given him cool--not cold-- water to drink with a little salt added, about one-half teaspoonful to two tumblers of water.

A little knowledge of first aid goes a long way. In summer sun and hot humid heat watch for signs of heat exhaustion: a pale face with cold clammy sweat, shallow breathing, normal or slightly above normal temperature, dizziness, faintness, nausea, headache, and vomiting.

Be prepared for emergencies. Take a first aid course.



July 1973

KEEP ONTARIO GREEN

Ontario's green forests not only add billions of dollars to the province's economy but they give employment, coverage for wildlife and large recreational areas for residents and tourists alike.

Unfortunately, many people tend to be careless with fire and 80% of forest fires are caused by these same people who started out to enjoy the green forest areas.

One small careless act with fire can leave a forest standing black and stark; no longer an enjoyable place to be.

* * * * *

CONTROL YOUR CAMPFIRE: Keep it small. Add more fuel only when you need it. A bonfire has no place in a forest. To build your fire, choose a safe site near water and where it will be shielded from the wind. If you can't build on rock or gravel, then dig down to mineral soil, clearing a space about six feet in diameter. Remove all flammable material: grasses, pine needles, twigs, brush, logs, and roots. They can catch fire, and smoulder long after you have left the area, then flare up into a forest fire.

Never leave a campfire unattended. Keep a close check on it. When you leave, **DROWN IT OUT.** Sift the ashes with your fingers. If they are still hot to the touch, drown them again. Sift the ashes with a stick to uncover any hidden embers. Drown the ashes to make doubly sure the fire is out.

CONTROL YOUR SMOKE: Sit down when smoking in the woods. Hot ashes discarded as you walk can kindle a blaze in dry leaves and twigs alongside the trail.

When discarding burnt smoking material, pause a few seconds before dropping it on the ground. Be sure it is 'dead out' and has cooled off. A cigarette butt doesn't extinguish easily. It has to be ground out. Lighters are preferable to matches but if a match is used, break it in two and let it cool before dropping it.

Use the ashtray in your car. Hot ashes and butts thrown from a car window can be blown to the edge of the road and smoulder away in the grass and brush.

Be careful with fire.

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SAFETY CHECK

Summer driving will be more enjoyable if your car is in top condition. Now's the time to get a safety check.

CHECKPOINTS FOR

POTENTIAL ACCIDENT CAUSES

S

teering

excessive play in the steering column.
shimmying at high or low speeds.
loose tie rods.

A

lignment

constant pulling to one side when stopping.
wheel-alignment could be at fault or brake
lining worn or oil-soaked on one side

F

fault-free systems

brake pedal sinks to the floor under light
foot pressure. Rear wheel locking upon
light application of brakes. Lights and
indicators with burned-out bulbs.
Headlights poorly aimed. Defective
windshield wipers, horn, etc.

E

xhaust system

unusual odours inside the car.
excessive noise or whistling in the
exhaust system.

T

ires

poor roadability, requiring constant steering
to keep it on the road. Car vibrates at
50-65 m.p.h. Defective tires (wear bars
showing, breaks and deep cuts) or wheel balance
is off. Improper inflated tires.

Y

ou

the driver. How do you rate? Have
near-misses? Drive at or above the legal
speed limit regardless of the road and
weather conditions? Drink and drive?
Had an eyesight test lately? Are you
tired or well rested?

May 1973



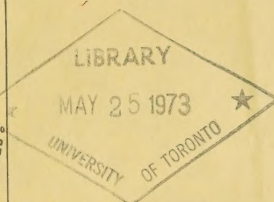
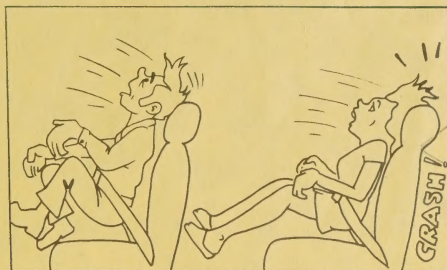
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O-O-O-H MY NECK

Research into vehicle accidents reveals some interesting facts.

Risk of a whiplash-type neck injury when a car is struck from the rear is 50% greater for a front seat passenger without a head rest than for a rear seat passenger.

Drivers are less vulnerable than their front seat passengers, probably because drivers are more likely to be aware of an impending impact, which may tend to cause tensing of neck muscles.

Women are twice as likely to suffer whiplash as men, possibly because of their weaker neck-muscle structure.

Tall people are more vulnerable to whiplash injuries than shorter ones.

Whiplash in rear end crashes generally is substantially lower in severe accidents in which the seat bends backwards than in those in which it remains firmly in place.



A head rest in a car is not meant to rest your head against. It is more of a head restraint, and its function is to lessen the danger of whiplash. Adjust it so that it will cushion the back of your head, not your neck, in a rear end collision. Your body rises on impact, and therefore your head rest should be slightly higher than you think is desirable when you first lean your head against it.

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Whiplash injuries are painful when you are on the receiving end.

Drive defensively so that you won't be the cause of a whiplash to someone else.

April 1973



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BLIND MAN'S BUFF

In rush hour traffic, says the Ontario Safety League

"car after car moves like this"

Not only in rush hour traffic but every weekend, on expressways and major highways, cars are also

"hubcap to hubcap"

One wrong move on the part of a driver sets up a chain reaction and accidents start happening.

Frequently, the cause of a traffic accident is set down to the driver's impatience, aggressiveness or poor judgment. Rarely is his ability to see ever questioned. Yet he could have poor visual acuity or depth perception, or suffer from tunnel vision or night glare.

This Ministry has been conducting a driver improvement program for its drivers. Adequate sight is a vital part of the program and some of the results of the eye tests have been startling. Over 50% of the drivers were found to have eye defects of which they were not aware, and which could adversely affect their driving. 8% were advised to avoid night driving and a small percentage were restricted from night driving.

As the tests proceeded, some odd situations came to light. There was the man who wore glasses while in the office but removed them when driving. He did not realize that he had insufficient acuity and depth perception to judge traffic conditions without his glasses.

Another man, who thought he needed glasses, had done his own prescribing when he bought a pair of glasses in a small chain store several years ago. He had kept on trying the magnifying glasses on the counter until things 'looked right.' With the glasses, he could not pass the driving test. To his amazement he passed the test without the glasses.

Sometimes vision changes slowly creep up on us. Impaired vision is a threat to one's safety. Some warning signals are stopping short of an intended mark or rolling beyond it; bumping the back of the garage or brushing fenders in a parking lot.

If you keep having 'near misses' with your driving, consult your eye specialist. He will tell you if you need corrective glasses or advise you how to cope with your sight deficiency.



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Ontario

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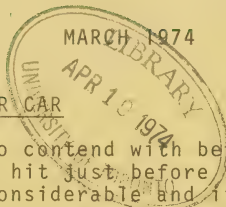
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P-23



WEATHER DEMANDS ON YOUR CAR

Your car still has a lot of weather to contend with before winter is over, and some of the worst storms hit just before spring. The weather demands on your car are considerable and it needs all the help you can give it if it is to perform satisfactorily.

Cold weather starting and extra use of lights and heater in winter saps a car's battery power. If the battery is in a borderline condition it should be replaced or it may fail you some cold winter morning.

Tires need a good tread to bite and grip on slick roads. Snow tires provide more traction than regular tires on loosely packed snow. Tires reinforced with chains still grip the best. All tires should be inflated to the recommended pressure.

If the brakes are not equally adjusted, the uneven pull can twist the car into a skid.

Muffler and tailpipe will have been battered with salt and sand over the last four to five months. They need to be checked and replaced if damaged. Salt eats the metal and the tailpipe can be full of pinhead holes letting carbon monoxide enter the car.

Rain, sleet and snow combined with early darkness reduce visibility. Streaks on the windshield make matters worse. Wiper blades must be in good condition and have proper arm tension. Use the proper windshield washer solution to keep windshield clear. Brush snow off the windows for clear vision all around.

Don't discard the scraper and snowbrush, the shovel, rocksalt and sand, the pieces of carpeting to use if you get stuck.

Winter is not over yet.

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TEST FOR STRENGTH

February 1974

Take another look at the lake, is its frozen surface really strong enough to hold your weight?

Last winter, nineteen snowmobilers didn't take another look. They and their machines crashed through, and life was over; a high price to pay for their oversight.

Frozen lakes, rivers and ponds can be as dangerous as a highway. Safe travel conditions depend on not only the thickness of the ice but the weather as well. Ice cannot be trusted to hold much weight during alternate mild and cold spells.

A snowmobile or car needs thickness of 7.1/2" of clear, blue ice. If the ice is soft or slushy, it has to be twice as thick to hold the weight.

Before crossing any frozen waterway, observe the conditions. Are you at an inlet or outlet to a lake? Is it a river? The flow of current will impede freezing and the ice will be thin and treacherous. Look for a safer crossing. Watch for airholes; they weaken the ice. A well-travelled path can be worn thin.

The following table applies to clear, blue ice only.

Less than 2"	STAY OFF
2"	One person on foot
3"	Group in single file
7.1/2"	2-ton truck gross (car, snowmobile)
8"	2.1/2-ton truck gross
10"	3.1/2-ton truck gross
12"	8-ton truck gross
15"	10-ton truck gross
20"	25-ton truck gross
25"	45-ton truck gross
30"	70-ton truck gross
36"	110-ton truck gross

If the ice is soft and slushy, double the required thickness.

Drive slowly. Speed creates pressure and causes "ice waves" which explode the ice in front of you.

Keep vehicle doors open until you reach land again. If the ice gives way, you have a better chance of escaping.

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January 1974

THE MINI HYDROGEN BOMB

It was 15° below zero that winter morning when the car wouldn't start. The driver connected cables from a booster battery to the car battery. The cables were properly connected but as the last connection was being made the battery exploded. Battery debris and acid showered the driver.

Boosting or jumping a run-down car battery with an active battery is a common practice in extremely cold weather. It's a dangerous practice because batteries explode under certain conditions.

When a battery is charging, an explosive gaseous mixture of hydrogen and oxygen accumulates, building up inside the battery. Any spark in or near the battery may explode it. The danger can be minimized by taking certain precautions. Vent the trapped gas by removing cell caps from both batteries. Cover the vents with cloths to absorb any escaping liquid and discard them when finished. Try not to get acid on your hands or clothing. Avoid smoking while working near the battery. Don't let your wrench or tool touch the vehicle body, nor let the vehicles touch each other.

Most vehicles today are negatively grounded. That is, the negative post cable of the battery is attached to the engine block or frame, and the positive cable to the starter.

TO CONNECT: Where both booster and the disabled vehicles are negatively grounded, attach one end of a jumper cable to the positive post of the booster battery and the other end to the positive post of the dead battery. Attach one end of another jumper cable to the negative post of the booster battery and the other end to the engine block of the disabled vehicle, but away from the battery. Should an arc occur during this connection there will be less chance of the gas being ignited. It is also safer when the jumper cable is being disconnected.

Remember this rule: Work from the booster vehicle to the disabled vehicle, connecting the grounded circuit last with the last connection being made to the engine block of the disabled vehicle. The run-down battery is now being boosted.

Engage the starter of the disabled car. If it does not start immediately, start the engine of the booster vehicle to avoid excessive drain on its battery.

After the engine of the disabled car is running normally, remove the cable connection at the engine block first, then the other end of the same cable from the booster battery. Remove the second cable by disconnecting at the booster battery first. Replace the battery caps.

If acid should contact eyes, skin or clothing, flush immediately with large amounts of water. In case of eye contact, see a doctor.

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DECEMBER 1973

ALCOHOL OR GASOLINE

In most snowmobile fatalities occurring on public roads at night, the driver crashes into a stationary object, usually a parked car.

The question is, WHY?

Investigation very often reveals that alcohol has been consumed before starting out. Many of the fatalities involved drivers who were too drunk to control their machines, or even to realize what they were doing.

Alcohol affects the brain by decreasing its ability to take up oxygen. Reactions are slowed and the field of vision is reduced. Concentration becomes difficult and the driver's attention is easily diverted by persons, places, or objects along the way. He is often in a convivial mood and engages in animated conversation with others in his party.

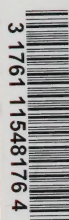
In other words, alcohol tends to make him lose some of that clearness of intellect and self-control that he would normally possess.

After one large drink of liquor, the driver requires about 15% longer time to turn his machine, or apply his brakes in an emergency. His vision is not as sharp, and ordinary objects become darker and indistinct. Poorly lighted objects are lost entirely.

The driver needs all his faculties unimpaired, especially at night. He has to use considerable balance and body action to safely control his machine which affords him little or no protection in a collision or turn over. A drink or two before he goes out on his snowmobile lessens his inhibitions. Stimulated by this false confidence, he may actually believe he is driving better.

His normal cautious approach to travelling over frozen waterways can be weakened. During the past winter twenty-one snowmobilers drowned when the machines they were riding on crashed through the ice. Liquor had been consumed in some of these incidents and its effect would have reduced the awareness of danger.

This brings us to the fact that alcohol and gasoline don't mix, and if you leave that "glass of cheer" until after your snowmobile jaunt is over, your chances of avoiding accidents will be greatly increased.



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